

IN THE CLAIMS:

Please insert the following header before claim 1:

What is claimed is:

1. (Currently Amended) ~~Motor vehicle with a~~ A diesel propulsion engine ~~whose~~ having an exhaust system ~~is~~ equipped with a discontinuously regenerating exhaust gas purification system ~~which comprises~~ including a catalytic converter unit ~~burning~~ that burns diesel fuel catalytically ~~comprising;~~ characterized by the following features:
~~the catalytic converter unit (6) has a fuel evaporator unit connected upstream from~~
~~the catalytic converter unit including;~~ the fuel evaporator unit (11) comprises an electrical heating element, wherein the fuel evaporator unit ~~and~~ is connected to the vehicle fuel tank (14) ~~using by~~ by a fuel line (12); ~~the fuel evaporator unit (11) is~~ and installed with spatial separation from ~~any~~ an exhaust gas-carrying ~~components~~ component; and
a fuel vapor feeding channel (30) ~~which~~ upstream of the catalytic converter unit (6), wherein the fuel vapor feeding channel discharges into ~~an~~ the exhaust gas carrying component, and extends between the fuel evaporator unit (11) and ~~an~~ the exhaust-gas carrying component.

2. (Currently Amended) ~~Motor vehicle~~ The engine according to Claim 1, wherein
~~characterized in that,~~ the exhaust gas purification system further comprises: a discontinuously regenerating particulate filter (8) ~~and, connected upstream of it, and;~~
an oxidizing converter unit connected upstream of the particulate filter, wherein (4), ~~where in the regeneration mode and through catalytic combustion of the fuel vapors produced by the fuel evaporator unit (11),~~ the oxidizing converter unit heats ~~up~~ the exhaust gases flowing toward the particulate filter through catalytic combustion of the fuel vapors produced by the fuel evaporator unit.

3. (Original) ~~Motor vehicle~~The engine according to Claim 1 wherein
characterized in that,
for a catalytic converter unit the exhaust gas purification system further includes a
discontinuously regenerating NO_x accumulating converter.
4. (Currently Amended) ~~Motor vehicle~~The engine according to claim 1 wherein ~~Claims 1~~
~~through 3~~ characterized in that, the fuel vapor feeding channel (30) discharges into a cross-
sectional restriction of the ~~respective~~ exhaust gas carrying component ~~configured as a~~
~~venturi nozzle~~.
5. (Currently Amended) ~~Motor vehicle~~The engine according to ~~Claims 1 through 4~~claim 1
further including a jacket tube, and wherein~~characterized in that,~~ the fuel evaporator unit
(11) comprises an upright mounted glow plug (18) which, ~~while maintaining an annular~~
~~gap (22),~~ is encompassed by athe jacket tube to define an annular gap, and (23) ~~into which~~
~~both~~ the fuel line (12) and the fuel vapor feeding channel (30) discharge into the annular
gap.
6. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 5 wherein an
~~characterized in that,~~ the inside width of the annular gap (22) is between 0.6 mm and 2.0
mm.
7. (Currently Amended) ~~Motor vehicle~~The engine according to Claim 5 ~~or 6~~ ~~characterized in~~
~~that~~ further comprising a spiral guide element (29) ~~is located in the annular gap (22).~~
8. (Currently Amended) ~~Motor vehicle~~The engine according to ~~the Claims 5 through 7~~claim
5 wherein an ~~characterized in that,~~ the end of the fuel vapor feeding channel (30) oriented
toward the fuel evaporator unit (11), extends into the jacket tube (23).

9. (Currently Amended) ~~Motor vehicle~~ The engine according to ~~one of the Claims 5 through 8 characterized in that,~~ claim 5 further including an insulator, and wherein the jacket tube (23) is encompassed by an the insulator (33).
10. (Currently Amended) ~~Motor vehicle~~ The engine according to ~~one of the Claims 1 through 9 characterized in that,~~ claim 5 wherein the fuel evaporator unit (11) has further comprises a preheating stage (38) connected upstream of the fuel evaporator it for the fuel to be evaporatedevaporate the fuel.
11. (Currently Amended) ~~Motor vehicle~~ The engine according to Claim 10 wherein ~~characterized in that,~~ the preheating stage (38) comprises an intermediate accumulator (39) with a heating device (40) installed in it.
12. (Original) ~~Motor vehicle~~ The engine according to Claim 11 wherein ~~characterized in that,~~ the preheating stage comprises a heat exchanger exposed to the exhaust gas stream.
13. (Currently Amended) ~~Motor vehicle~~ The engine according to ~~one of the Claims 1 through 4 characterized in that,~~ claim 1 wherein the fuel evaporator unit (11) comprises a pressure vessel having a heating device, and two valves control flow through the fuel evaporator unit. (44) that shuts off using two valves (46, 47) and has a heating device (45) located inside of it.
14. (Currently Amended) ~~Motor vehicle~~ The engine according to Claim 13 wherein ~~characterized in that,~~ the fuel evaporator unit (11) ~~has~~ comprises a secondary heater (49) connected downstream of ~~it~~ the fuel evaporator for the fuel vapors (48) discharged from the pressure vessel (44).

15. (Currently Amended) ~~Motor vehicle~~ The engine according to claim 1 wherein a ~~one of the Claims 1 through 14~~ characterized in that, in the area of the fuel vapor feeding channel (30) outlet, the ratio of the a cross-section of the fuel vapor feeding channel to the a cross-section of the exhaust gas carrying component[[,]] is between 0.006 and 0.015 near an outlet to the fuel vapor feeding channel.
16. (Currently Amended) ~~Motor vehicle~~ The engine according to Claim 2 ~~characterized in that,~~ wherein the oxidizing converter unit (6) and the particulate filter (10) are installed in separate housings ~~(5; 9)~~.
17. (Currently Amended) ~~Motor vehicle~~ The engine according to Claim 2 wherein ~~characterized in that,~~ both the oxidizing converter unit (6) and the particulate filter (10) are installed in a common housing.
18. (Currently Amended) ~~Motor vehicle~~ The engine according to Claim 17 wherein ~~characterized in that,~~ the oxidizing converter unit (6) is represented by a catalytically coated area of the particulate filter (10).
19. (Currently Amended) ~~Motor vehicle~~ The engine according to Claim 2 further including a controller and ~~characterized in that,~~ a temperature sensor (36) is located between the oxidizing converter unit (6) and the particulate filter (10) and connected to a the controller (17) which in the regeneration mode controls the a delivery rate of a fuel pump (13) that feeds the fuel evaporator unit (11), ~~in dependence~~ depending on the a exhaust gas temperature measured upstream of the particulate filter (10).
20. (New) The engine according to claim 2 wherein the cross-sectional restriction is a venturi nozzle.

Please delete the section heading "Summary" and replace with the following:

SummaryABSTRACT OF THE DISCLOSURE

Please amend the Abstract of the Disclosure as follows:

A motor vehicle ~~having~~includes a diesel propulsion engine ~~whose~~having an exhaust system. The exhaust system includes ~~comprises~~ a discontinuously regenerating exhaust gas purification system ~~that includes~~including a catalytic converter unit for burning diesel fuel catalytically; ~~has and~~ a fuel evaporator unit connected upstream of the catalytic converter unit (6); ~~the. The~~ fuel evaporator unit (11) ~~comprises~~includes an electrical heating element and is connected to the fuel tank (14) of the vehicle ~~using~~by a fuel line (12); ~~the. The~~ fuel evaporator unit (11) is ~~installed with spatial separation~~ from any exhaust gas carrying components; ~~a. A~~ fuel vapor feeding channel (30) ~~which~~ upstream of the catalytic converter unit (6) discharges into an exhaust gas carrying component; and extends between the fuel evaporator unit (11) and an exhaust gas carrying component.